A PLAN FOR THE DEVELOPMENT OF

A L U M R O C K P A R K
(reservation)

AT

SAN JOSE, CALIFORNIA

by

S T E P H E N C H I L D

Landscape Architect
Consulting Engineer
Fellow, American Society of Landscape Architects
Member, American Society of Civil Engineers.

Charles Bulford Robinson
Special Consultant

NOTE: The original draft of this report was presented to the Board of Alum Rock Park Commissioners on May 15th, 1912. Its publication at this time necessitates revision to bring the subject matter up to date. Much that was then recommended is now accomplished and needs slight comment. Several important matters then urged are yet to be undertaken and are again recommended, much as before, while the progress and growth of your community necessitates changes in the text and opportunity is now afforded to correct defects in the earlier report called to my attention by the vigilant members of the "Out Door Art League", always

watchful of the best interests of Alum Rock Park. While the report has therefore been revised quite thoroughly, its original spirit and purpose remain, to enable your community to develop to the full the manifold attractions of this charming mountain canyon whilst at the same time preserving and maintaining all its natural beauties.

San Francisco, July 1, 1916

Though Mr. Child has courteously asked me to write an Introduction for his admirable report on the improvement of Alum Rock Park, I feel that there is little for me to say. The report speaks fully for itself. Its evidence is conclusive as to the conscientiousness of the study of his problem which the author made. It bears on its face the proof that only the best interest of all the people of San Jose, was considered.

Perhaps, however, I should here explain that in its final form the plan differs in various particulars, and especially in its development of the Music Court, from that which was tentatively adopted for a working basis on the last day of my short stay with Mr. Child in San Jose. This is more or less inevitable in the definite working out of a park plan. I speak of the change only in order that if the Court, as now projected, commends itself to popular approval, the praise may go wholly to Mr. Child. In the choice of the site for it, however, half the responsibility is mine.

I would here emphasize the general principles and the broader, larger aspects of the plan. This embraces more than the exact location of any building or of any road or trail. If there be the proper spirit and the right feeling, and sufficiently interested public concern, the rest will follow, for mere technical skill can be easily secured. Yet

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I would here emphasize the general principles and the broader, larger aspects of the plan. This embraces more than the exact location of any building or of any road or trail. If there be the proper spirit and the right feeling, an sufficiently interested public concern, the rest will follow, for more technical skill can be easily secured. Yet

that is not to be undervalued. In fact, no one can study the Plan for Alum Rock Park, as here presented in text and map, without being impressed by the amount of thought which has gone into it and by the importance of the study which still remains to be made, in detailed plans for planting and construction. The park's consistent and harmonious development, as well as the properties, will suggest that this work be given to Mr. Child.

Another point which I would emphasize is with regard to the recommended extension of the park area. There can be no question that from a landscape point of view-for the safeguarding of the park picture-the Commission should own from summit to summit. The skyline of the girdling hills is the picture's frame. Whatever is within this frame should belong to the Park Commission, or be absolutely controlled by them. Where, therefore, Mr. Child- in his endeavor to secure maximum results at a minimum cost-has suggested any curtailment of these additional areas yet to be secured, I should be inclined to think that the residue, which he urges should be purchased, was the very minimum of what ought to be had-that San Jose could not afford to lose one square foot of what he recommends. As to the lines of acquirement as laid down by him, I have to trust to his examination on the ground for the sufficiency of the area they enclose. Certainly his

report makes a convincing case for a further pushing out of much of the southern boundary, even if the park's efficiency only were to be considered.

Finally, I hold connection with Alum Rock Park's development to be an honor and privilege which the wisest men and women of San Jose and the wisest landscape designers and engineers, might covet. Great responsibility goes with great honor. My own part in it has been small indeed;, yet what I could do I tried to do faithfully. But now it is for the people of the city to realize that to have a plan, is only a first step. Adherence to the plan, so that as development work proceeds the plan may by degrees be realized, is the next great step. The Park Commissioners cannot give this adherence unless the people back them up and support them in it. The ultimate responsibility rests with the people. If they have high ideals for the park, and are insistent, they will have the beautiful and useful park they desire.

(Signed) Charles Bulford Robinson

May 6th, 1912

P A R T II

Existing Conditions: Alum Rock Canyon a Reservation rather than an Urban Park. The two-fold purpose: enjoyment of natural beauties and of the health-giving springs not only by the people of San Jose but by the Metropolitan Community surrounding San Francisco Bay. Arguments for an extension of area.

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Alum Rock Canyon is the name given to the steep-sided valley of the upper or Easterly portion of Penitencia Creek. An interesting account of the origin of the name "Penitencia" as given to this stream is related in the history of the community. In the early days of Spanish occupation there were founded on either side of the broad Santa Clara Valley, the missions of Santa Clara and San Jose, and an oak shaded spot on the lower portion of this stream became the meeting ground of the good fathers and it is related that they gathered here regularly every two months "penitently to confess their sins to one another"; hence the name "Penitencia Creek".

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tlers, it will be necessary to restore part of it again to public ownership.

Today the area controlled by your Department, some six hundred acres, includes about three miles of the lower slopes of the valley of Penitencia Creek from the rugged bluff just east of the Railway Power House to beyond the Upper Falls on the Arroyo Aguague branch of Penitencia Creek. For a considerable distance at the westerly end of this area the Reservation is comparatively narrow, being from seven hundred to one thousand feet in width from north to south. Further east, with the recent takings, the breadth is a little over half a mile or about three thousand feet. There is a total fall in the stream itself in this distance of some eight hundred feet; a considerable amount of this, of course coming at the two Falls, although the stream's flow, which is from east to west, is quite rapid. The banks on either side rise steeply; in some places ragged, rocky cliffs, again rising to heights varying from three hundred to fifteen hundred feet above the stream. Only two areas are even approximately level. One just west of Alum Rock Cliff, about four acres, and another south of the Spring House of six or seven acres, where the Auditorium and Pavilion are now located.

A winding, very beautiful mountain stream, Penitencia Creek, with its constant and at times torrential flow

of water, enclosed by steep wooded slopes, is the principal feature of the Reservation, but there are many other similar mountain streams in or near California communities. The distinctive feature of Alum Rock Creek is the group of very remarkable springs scattered along either side of its rugged banks. Here near the beautiful rock or cliff giving its name to the Reservation is an Alum Spring, near by a Sulphur Spring and half a mile or more up the Canyon, a varied group including hot and cold Sulphur, Saline, one or more Iron and a very remarkable Lithia or Soda Spring. It is the presence of this group of Springs that gives the Reservation its distinctive character and, it may be added, that makes the problem of its development of peculiar interest and difficulty.

These Springs, with the other attractions of the Canyon, necessitate a number of more or less permanent roads. The most important of these, the so-called Penitencia Creek Road, enters the Reservation at its westerly end and skirting the steep knoll, parallels the Creek for a mile or more, in many places very close to the stream which it crosses several times. This road is well built although with some awkward curves; its grades are, in the main, good, -certainly as far as the Spring House.

Climbing the steep slope of the hillside north of

the Spring House and winding along its side for a number of miles is a narrow highway known as the County Road leading on out of the Reservation to the ranches above. Owners of these have rights in the use of this end of Penitencia Creek Road. In fact, a portion of their maintenance is borne by the County Supervisors and their general route cannot be materially changed.

Alum Rock Road winds down the slope at comparatively easy lines and grades, from the westerly end of Alum Rock Avenue, meeting Penitencia Creek Road near Alum Rock Cliff. This road is now in excellent condition.

A well built road, starting from near the Spring House, passes the Springs and the Japanese Tea House and continuing on nearly parallel with the Creek, crossing it just beyond the Tea House, proceeds up the Canyon several hundred yards further.

Near the Spring House a fairly good road had been started and partly built leading up the slope on the southerly side of the Reservation toward Inspiration Point. This road continued westerly to the Point has become an important part of our recommendations as to new roads in this vicinity.

Many trails and paths have also been built in various parts of the Reservation, some of which, notably the one following the Creek up to the Falls, have been badly washed

and are badly in need of repair.

Penitencia Creek Road crosses the Creek three times at present and one of the bridges is still a very cheap wooden affair. At the first crossing, however, just after entering the Park, there is a well built concrete and cobble-stone faced arch. At very slight expense this bridge can be made very much more attractive. (Since the presentation of the original report the supervisors have replaced one of the wooden bridges near Alum Rock Cliff by a more durable structure of concrete which is, however, neither well designed nor aligned.)

Up to the time of the severe freshets of 1910, the Street Railway not only entered the Reservation but, paralleling the Creek, extended up the Canyon, crossing the Creek several times, nearly to the Spring House. The great floods of that season so completely destroyed it that in the Spring of 1912 there was no Street Railway in the Reservation.

There were a number of buildings in the Reservation, all, except the Spring House and one or two of the summer houses, entirely inadequate for present or future needs and most of them poorly located. One of the important problems of our earlier study was the best location and rearrangement of these structures, most of which has now been accomplished. About many of these buildings considerable

gardening has been carried on, some of which is, to say the least, very inappropriate in a mountain canyon of this sort. No better comment on these conditions can be made than is given by Mr. Robinson in his report to the Out Door League in 1909.

"Critics of the results accomplished have probably no adequate realization of the extraordinary practically difficulty of the problem, of which solution has been attempted by men very eager to do right, but without landscape training and without a plan to work to. That there are many mistakes is, of course, inevitable, but the fault is not with the series of Commissioners as much as with their want of expert guidance. That there has been little money to expend has therefore been a blessing in closely limiting the mistakes that could be made".

In this brief review slight mention has been made of the principal attraction of the Reserve; the rarely beautiful and constantly changing mountain canyon scenery. The winding Penitencia Creek, at times a quiet brook, at others a roaring mountain torrent; here slipping quietly over nearly level gravelly bottom and again tumbling from steep precipices, forming falls of rare beauty; the steep-sloping banks, clothed with a wonderful variety of verdure such as no region in the world other than California can excel; the

rugged cliffs; the all too limited meadows; and all this within comparatively small area and so accessible to your community have very justly made Alum Rock Canyon famous as far as the city is known. There may be other communities with lovely mountain canyon scenery near by, but there are very few that have been set aside for the benefit of the people for all times and none that more conveniently offer this combination of peculiarly beautiful canyon scenery with varied and health-giving Springs.

Among the most beautiful of these views are those from St. Clair Pavilion, from the rustic summer house at Inspiration Point, but even more splendid, the unparalleled panorama spread out in all directions from the summit of the five acre tract known as Buena Vista donated to the Park Department a few years ago by generous near-by owners.

While the views from this point west and southwest, showing as they do the broad valley of the Santa Clara with its orchards and thriving towns, are not under your control, it is not likely that these will materially change in interest. These views will always be of the ranch and town life and have their own peculiar value. To the north and north east and even east-ward, however, the views either now are or can be seriously harmed. Directly north of this point, across the Canyon, are inharmonious evidences of farm life,

including some ugly frame buildings, and if something is not done, these farming interests are likely to increase rather than diminish in intensity. Mention will be made of this point in connection with recommendations or increasing the Reservation area.

Another peculiar condition having direct and important bearing upon any proposed development of the Reservation is the relation of this site and these springs and all this mountain beauty perpetually in control of the public, to the Metropolitan Community surrounding San Francisco Bay. On the westerly side there is, at the northerly end of the Peninsula the great city of San Francisco, and southward such beautiful and rapidly growing suburban communities as Burlingame, Menlo Park, Palo Alto with its great University, Santa Clara and finally, San Jose; on the easterly side, Berkeley with its great University of California, Oakland, now a great city, Alameda and several other smaller towns, forming a wishbone-shaped district with, at its head, Alum Rock Reservation permanently set aside for the use of the people; and the people, not alone of San Jose but of this entire district, will use it in increasing numbers. It is, in fact, a "Metropolitan Reservation" rather than an urban park and in its development should be treated as such. There is ample justification, considering this larger use and the

need of important increase in area, for aid for this purpose from the State, or certainly from this Metropolitan District that will benefit by its development.

The State of California has commenced a comprehensive system of State Highways and of the many suggestions, none will be of greater import than through roads following the lower contours of the foothills of this district, connecting the communities just mentioned. One has only to imagine these built and provided, as they will ultimately have to be, with adequate transportation facilities and to recall Alum Rock Reservation situated at the head of such a "Wishbone System" to imagine the increasingly great throngs of people who will come here to enjoy its beauties and its waters. It is but reasonable foresight and good judgment to recognize such future use and to provide for it.

PURPOSES OF THE PARK:

Having thus all too inadequately reviewed existing conditions, we may the better consider the purposes of this Reserve. These are of two sorts: first the enjoyment of the natural beauty; second, of the Spring. The latter demands perfected and increased transportation facilities, while the former would restrict these, concentrating or grouping all necessary structures in as small a compass as is consistent with adequate provision for their use. The recon-

ciliation of these conflicting purposes is the important factor in our problems.

As will be appreciated more fully in connection with the various recommendations which follow, a considerable portion of the narrow Westerly end of the Reserve becomes in effect an "Approach Unit"; in fact, merges into and becomes a part of the proposed Penitencia Creek Parkway scheme, leading to town, discussed later.

PROPOSED EXTENSION OF THE PARK AREA:

With the purpose of securing and maintaining all the natural beauties of this canyon, and looking at the problem from a park designer's point of view, control of the real "Park Unit" - the mountain canyon-necessitates extending the existing limits of the Reservation and for this reason, to quote from a master of Landscape design, Charles Elliot:

"A Public domain is not well bounded if it includes only half of a hill, half a pond, or half a glen or valley. Neither is it well bounded unless it includes such contiguous lands as form the essential framework of the hill, pond, glen or valley scenery, or whatever other type of scenery it is desired to preserve."

The wonderful views northward from Buena Vista, also those from the upper end of Alum Rock Avenue and from

Alum Rock Road and Inspiration Point Drive are now threatened by ranch life on the beautiful slopes of the mountain across the Canyon and the possible increase of these unfortunate conditions. I believe it is very important, therefore, that as much as possible of this great mountain slope north and northeast of Eagle Rock and of Alum Rock Cliff should be secured by the Department and I have indicated on the plan in a tentative way the limits of such needed area. (Tracts A and B on the plan.)

There was a very general agreement that an "upper road" should be provided entering the Reservation near the Buena Vista tract, that proceeding along the hillside slope would lead past Inspiration Point and thence down to the Springs. Such a road could not properly be laid out without securing a little more land. (Tract C on plan.) (This has now, 1916, been accomplished and the road built substantially as recommended in the earlier report.

There will also ultimately be needed along this southerly side of the Reservation two large tracts of land (D and E); the purpose of these two being mentioned in detail in Part III of this report. These tracts should be jealously watched that no encroachments of buildings or ranch life be allowed to repeat as they would, the present bad conditions of the north slope. The control of these two tracts would preserve for all time the grand easterly view

from Buena Vista and would also permit the building of the South Summit Trail shown on the plans and discussed later in this report.

As suggested elsewhere the uses of this Reservation are bound to become more and more "Metropolitan", it is, in truth, a "Metropolitan Reservation" and your department would be entirely justified in urging upon your representatives at Sacramento the propriety of State aid, at least in respect to these much needed extensions in area. The entire metropolitan community surrounding the bay is going to enjoy them. The present cost would be slight and assessment upon this metropolitan community would be little felt. There is a precedent for this in the famous Metropolitan Park System of Boston. These additions would not only secure for all time the beautiful views, but also offer opportunity for better roads and trails, and, another important consideration in park design--border roads. When the question of deciding the limits of such takings is definitely taken up, this matter of border roads or trails should be kept in mind and the bounds so determined that these could completely surround the Reservation.

These are two fundamental and well established rules of park design: first, that a park should include <u>all</u> of the valley or canyon unit to the summits of the surround-

ing hills; and second, that the bounds of such an area should finally be chosen so that border roads or trails can eventually be laid out entirely surrounding the park, for no park should be endangered by abutting rear yards or lands uncontrolled by the public with possibilities of disturbing elements to beauty. In this regard, Charles Elliot again says: "The back fences of private lands cannot make a handsome boundary of a public domain of any description". Furthermore, private land bordering public parks "is a nuisance to the public using the park, while the public is liable to be a nuisance to the owner." You have some examples of error of this sort now on the north side of the canyon and also at the westerly end of it. Policing, maintenance and supervision are aided by border roads, but what may in many cases be of great importance, private lands which adjoin a park when provided with a road frontage will be greatly increased in value. In your case it may not always be possible or desirable to secure routes suitable for teaming for such border roads, but certainly border trails could always be secured and it is not unlikely study would show that by extending the takings of land in some cases beyond the enclosing summits good routes for border roads could be secured also.

There is a tract of land known on the local maps as the "Miller and Harlan Ranch" ("F"). Some years ago the

San Jose Odd Fellows bought water rights to six or eight Springs on these two tracts, including an area about one hundred feet square about each Spring and the right to dam the stream and build a small storage reservoir. They were also granted the privilege of building a water pipe system over a route following the Upper County Road and across Alum Rock Reservation to a site in the open land just west of the reservation where it was originally proposed to build an Odd Fellows Home. This scheme and the water supply system have been abandoned, and your Department has bought the water right to the Springs including the little hundred foot plots about each, also the site for the dam. I am informed that these water rights cost about all the ranches were worth; in fact, that deprived of the use of the springs, the ranches would be of little value. I therefore believe that if the deal could be modified to include the ranches as well as the Springs, it would be wellworth the slight excess expenditures. These ranches extend north to the "Old County Road," sometimes called the "Sierra Road," and if they could be secured for comparatively little extra cost and with them a triangular tract (G) to the westward, this would round out the holdings and better enable you in the future to secure the needed border roads or trails above mentioned. The expense ought to be relatively slight for no one would think of buying these

ranches if your Commission had actually deprived them of their water.

To recapitulate in the order of their importance the recommendations as to extra land needed.

MOST IMPORTANT are the tracts north of the Canyon leading up to and including the "North Summit;" next, the land for the upper road, the new Inspiration Point Drive (this has now-1916- been accomplished;) following this the tract east of this Drive, permitting the "South Summit Road;" shown on the plan, and the upper road to the Falls; next, the "South Summit" itself, and lastly the Miller and Harlan Ranch, as well as the water rights.

The easterly bounds of the Reservation have been left indeterminate on the plan partly because of this question of water rights and ranch land just mentioned, but when there points are decided, effort should be made to include not only all of the very interesting hill between the two forks of the creek, but all of the Arroyo Aguague sloped both east and west, up to and beyond the "Upper Falls" and as much as possible of the southern slopes of the other branch of the Creek, - certainly as far east as the site of the proposed dam and reservoir.

In connection with the proposed Penitencia Creek Parkway scheme, a small amount of land may be needed north of the Mis-named "Meteor". This will be considered later.

PART III

IMPROVEMENTS PROPOSED: The problem two-fold; (a) to preserve and enhance natural beauty; (b) to provide adequate transportation and facilities for the enjoyment of the Springs.

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From the foregoing it will readily appear that the problem of planning for the proposed development of this area has some peculiar difficulties which, however, only add to its interest. It is not the more or less simple matter of preserving and conserving for the use of this Metropolitan Community all the great natural beauties of this charming mountain canyon, important as these are. These are the aesthetic ones and while fundamentally perhaps the most important, joined with them, especially as regards conditions at the lower or westerly end of the Canyon, are the intensely practical ones of transportation and accessibility of providing for the great and increasing numbers of people who will wish to benefit by these wonderful Springs, as well as enjoy this rare beauty. If we frankly recognize this two-fold character of our problem and keep clearly before ourselves these two elements, we will the more intelligently solve both.

APPROACHES TO THE RESERVATION BY AUTO AND CARRIAGE:

As the Reservation is some six miles from the heart

of the City of San Jose, transportation facilities are most important. The Street Railway accommodations will be considered later on.

First, let us take up the best methods of adding to the agreeableness of the "ways" to and from the Reservation for those using automobiles or carriages. The usual route is by Santa Clara Street and Alum Rock Avenue, what is locally called "Lower Road" or Penitencia Creek Road and the little village of Berryessa.

The upper, easterly end of Alum Rock Avenue is very well laid out and planted and a similar scheme should be extended westerly as far as the bridge crossing the Coyote River, or certainly as far as King Road, - the present city limits. The Avenue is sufficiently wide all the way. The writer's report to the Linda Vista Improvement Club in November, 1912, is on record and as therein stated, if the four rows of trees planted could be extended westerly from Capitol Avenue and the car tracks kept between the side rows of trees out of the central roadway, the beauties of the drive out to the Reservation would be greatly enhanced. (Since the above, the car tracks have wisely been moved from the center of the main roadway to its side, but the side areas should be planted and parked as recommended in the above report.)

As to the return route from the reservation, the existing road by the southerly line of Penitencia Creek from the Reserve lands to near White Road is most attractive; is a natural parkway of exceptional beauty; its lines and grades most agreeable; and it is a suitable distance from the Creek; whose bright waters glisten amongst the natural planting of Sycamores in a most charming manner. West of White Road the highway comes across the creek by a good concrete bridge and continues toward town for some little distance on the northerly side, still in an agreeable manner, however, very similar to the portion just mentioned. Like conditions should be secured on <u>both</u> sides of the Creek, all the way to town. On the north side, from the Reservation limits westerly to the bridge near White Road, the new line of the Street Railway parallels the creek and there should be another roadway leaving Penitencia Creek Road near the mis-called "Meteor" that, climbing the slope, would proceed in a general westerly direction north of and parallel to the Street Railway right-of-way, but far enough north to permit a planting of suitable trees and shrubs that would screen the railway from this proposed new parkway road. West of the Reservation limits for a short distance there is such a road now, north of the Creek and Street Railway, -s. drive or right-of-way to one of the ranches, and a portion of this might be uti-

lized. We would then have from the mis-called "Meteor" westward as far as the bridge near White Road a broad parkway with four main divisions: at the north this proposed new parkway drive accommodating property on this side of the Creek; its proper construction controlling the banks of the Creek near the mis-called "Meteor"; between this and the Street Railway right-of-way, a planting strip screening the tracks from this new parkway drive; then the Street Railway tracks and south of them, more trees and planting and the winding stream, while south of this there is the existing very attractive roadway, Penitencia Creek Road.

West of the bridge near White Road, the Street Railway swings away toward the Little Village of Berryessa and leaves the parkway scheme but the highway continues westward near the northerly bank of the Creek and another roadway should be constructed along the southerly bank on the similar lines, and this scheme of two roadways with the Creek and its sloping, tree-shaded banks between should be extended as far as possible toward town, certainly as far as Maybury Road. This would mean building two roadways west from Capitol Avenue where the present highway turns toward Berryessa, one on either side of the Creek as far as Maybury Road; a scheme that would greatly benefit nearby lands and private adequate control of storm water overflow.

Then Maybury Road should be treated as a more formal parkway, with tree-shaded planting strips as far as the Coyote River and furthermore, a parkway scheme similar to that outlined for Penitencia Creek should enclose the banks of this river from Maybury Road to Alum Rock Avenue, closing the loop. (See Key Map) (Opposite in corner of General Plan.)

Though such a scheme of approach parkways as is here mentioned is not strictly within the limits of the authority of the Park Department, I have been so much impressed with the unattractive conditions one must of necessity traverse at the present time to reach this lovely canyon and I am so fully convinced of the comparative ease with which these conditions could be greatly improved, as above suggested, that I have felt it my duty to dwell thus at some length upon the possibilities.

This is a problem for the cooperation of the Park Department and the new City Planning Commission. Endorsed by these, if lands are set aside now while they may be easily and cheaply secured and lines established, actual construction may wait. Here, as in Kansas City, private owners will ultimately be so greatly benefited they should as there, contribute land and money. (See Summary) The scheme could be executed a little at a time; perhaps first, Alum Rock Avenue

parked and tree-shaded all the way to town; then the missing links in the Penitencia Creek Parkway project provided. You would then have what is greatly needed: exceptionally attractive means of driving to and from the Reservation. This suggestion has been offered before, though not in as great detail, by Mr. Charles Bulford Robinson in his report to the Out Door Art League in 1909.

It would be wise, probably, to have not only Alum Rock Reservation but all the land between these two proposed parkways--a sort of "Shoe-string" strip--taken into the City Limits. The area thus added to the City and taken from the County might well include not only the lands between Alum Rock Avenue and the proposed new Penitencia Creek Parkway, but also sufficient for a tier of lots, if not more, south of Alum Rock Avenue and north of the new parkway drive. This would bring the Linda Vista District, the Country Club and possibly most of Berryessa into the City Limits and should be an advantage to all.

APPROACHES BY STREET RAILWAY:

These have been alluded to and as far as numbers are concerned, those who will go to and from the Reservation in this manner are far in excess of those who will drive either by carriage or auto. These are the very people, also, who will receive the greatest benefit from the Reservation

and its health-giving Springs. Certainly the accommodation of the countless thousands who will, as time goes on, come and go in this manner, must be carefully considered. I believe the Park Department was right in 1912 in its firm stand that the utmost convenience of these people should be offered. The problem in this respect is two-fold, for looked at solely as a "park" problem, we would have no Street Railway within the Reservation limits, but circumstances do not justify such procedure. It is not necessary to go further at this time into the Street Railway facilities to and from San Jose which have now been decided upon and practically complete. Mention has been made of the improvement which could be secured by a parkway drive north of Penitencia Creek and of the Street Railway right-of-way from the mis-called "Meteor" in the Reserve to White Road.

For many reasons it would have been advisable to have stopped the Street Railway in the lowland west of Alum Rock Cliff. Thorough discussion at the time, however, made it clear that transportation facilities thus curtailed would be inadequate; that they must be extended to a point considerably further up the canyon, nearer the Springs and the Bathhouse. Effort has been made to meet this condition and mitigate as far as possible the unattractiveness, from a park designer's point of view, of such Street Railway construction.

These difficulties were enhanced by the railway's grades. The new tracks, wisely on the whole, are considerable above the existing roads, out of the way of teaming, yet necessitate several ugly trestles. The appearance of these may be greatly improved by planting and other improvements discussed later. In the immediate vicinity of Alum Rock Cliff, the treatment of railway tracks was of vital importance and it is a pleasure to record that the officials of the road, appreciating this point, have tried to make their structure here more attractive, meeting our suggestions as far as possible. The conditions were peculiarly interesting and attractive for at this point the Canyon narrows to a width of not more than forty feet. On the north side Alum Rock Cliff rises steeply thirty or forty feet. Closely skirting its base flow the waters of Penitencia Creek, in the rainy season a roaring mountain torrent and there is barely room between the Creek bank and the steep bluff south for the roadway. Here too, Alum Rock Road joins the County Road making this a natural entrance or portal to the Reserve. All west of this is, strictly speaking, an approach. It is a great pity that any Street Railway construction must pass through this narrow gorge but there seems no way to avoid it. The evil conditions had to be met.

At first a long diagonal trestle was proposed, crossing the Creek and roadway on lines that would have been

so nearly paralleled to both that the structure would have been (so nearly) expensive to build and maintain and very ugly in appearance. More than this, as at first suggested, the line would have cut into the corner of the bluff south of the roadway, destroying all of its beauty. When these facts were called to the attention of the Street Railway Officials, they expressed willingness to coöperate in an effort to mitigate some of these evils. In the first place, the line and the tracks now cross the Creek and roadway much more directly, tunnel the bluff on the south side of the road for a short distance, and leave undisturbed the beautiful point of the Cliff with its weathered ledges, tree and shrub growth. This change in line shortened the overhead structure and made it possible to build two attractive arches instead of the ugly trestle first proposed. These are now completed.

Conditions here were similar to those which have recently been met and solved near Boston. It became necessary there to extend the Boston Elevated Railway several miles out into the suburbs, crossing one of Boston's most important parkways near Forest Hills. Everybody recognized how utterly ordinary steel frame structure of an elevated road would ruin the attractiveness of the great parkway constructed at such expense. There, as here, however it was not possible to stop the structure below the parkway. It is a pleas-

ure to record that as is this case, the Street Railway Officials met the suggestions of park designers more than half way and in the Boston instance, several hundred feet of elevated structure at the crossing was re-designed on very much more attractive lines and encased in concrete, giving the effect of concrete arches of agreeable proportion and appearance. Something of this sort can well be and should later be done in the way of enclosing in concrete some of the ugly trestles further west.

NEW BRIDGES:

New road bridges should be built in harmony with the Street Railway arches. Treatment of this whole matter at the Alum Rock Cliff may well give us the key-note for the solution of the question of road bridges throughout the Reservation, as mentioned later in this report.

East of the tunnel, the Street Railway slopes gradually down the bank to the location followed before the serious washouts of 1910 and there remains to be considered the best method of providing for terminal facilities in the vicinity of the new Natatorium.

THE GROUPING OF THE NATATORIUM, RESTAURANT*PAVILION MUSIC COURT, RAILWAY TERMINAL AND PLAYGROUND.

Thousands of people in modest circumstances, es-

pecially during the warm Summer months, enjoy the bathing facilities provided in the new Natatorium which is a source of considerable income to your Department. Undoubtedly very many made the trip to Alum Rock Reservation regularly daily or weekly to take away with them to invalids at home the health giving waters. Still other throngs of young and old come here to spend the day and enjoy the Springs, Baths, and the Canyon's loveliness. This is as it should be, - is, and indeed, the Reservation's purpose. Alum Rock Canyon is a very great and constantly increasing asset to your City's name and fame. That all these may have the most convenient means of access to the Springs and the Baths is the only excuse for the Street Railway encroaching thus upon Park Territory. Nothing else would justify it and these conditions are what complicate the situation from the park designer's point of view. They can be successfully met only by grouping in as compact a manner as possible all these necessary artificial structures.

A completely appointed Natatorium has been finished since the earlier report was prepared; also the Pavilion-Restaurant, both buildings, after consultation with the writer, so placed that they will form a part of the proposed "Music Court", though their position has, perhaps unwisely, been reversed from that of the earlier scheme. The first design

of the Pavilion Restaurant was, at the writer's suggestion in 1912, modified so that it harmonizes better with the Natatorium than as at first planned.

A considerable portion of the area between these two buildings is nearly level and shaded by beautiful Live-oaks. South of the Oaks, the hillside rises quite steeply, curves gradually and forms a natural amphitheatre and background for the out-of-door Music Court proposed. It was because of those ideal natural conditions that this particular spot was chosen and the buildings erected. North of the Live-oaks and between them and the Creek, the ground falls away somewhat abruptly to a shelf or level area near the edge of the Creek where the Street Railway tracks are located. The considerable amount of surplus material excavated from the Natatorium should be used for filling here to a proposed curved retaining wall as shown on a revised plan for this vicinity submitted to your Department in December, 1913. (See Illustration p.30). This would not only utilize the existing material to advantage, but would increase the nearly level area available for seats and provide an ideal site for the proposed Memorial Bandstand, while sharply defining and separating Music Court from the Railway Terminal, leaving ample room for waiting crowds.

The Bandstand is tentatively indicated, but whatever its design this should be placed on the main axis of

of the Pavilion Restaurant was, at the writers suggestion in 1919, modified so that it harmonizes better with the Natatorium than as at first planned.

A comparable portion of the area between these two buildings is nearly level and shaded by beautiful live-oaks. Those of the Oaks, the hillside there quite steeply, curved gradually and formed a natural amphitheatre and background for the out-of-door Music Court proposed. It was because of these local natural conditions that this particular spot was chosen and the building erected. Both of the live-oaks and-between them and the Creek, are grand trees away somewhere abruptly to a shelf or ledge near the edge of the Creek where the Belt Railway tracks are located. The considerable amount of surplus material excavated from the Natatorium should be used for filling more to a proposed curve testifying well as shown on a revised plan for this vicinity submitted to your Department in December, 1919. (See Illustration p.30). This would not only utilize the existing material to advantage, but would increase the nearly level area available for seats and provide an easier site for the proposed Memorial Building, while greatly decreasing the separating Music Court from the Belt Railway Terminal, leaving ample room for waiting crowds.

The Bandstand is tentatively indicated, but whether the design this should be placed on the main axis of

the scheme; its base a part of the curving wall, the structure itself suiting the two existing buildings. While its festal use would suggest something more ornate, it should be simple and built of concrete or rough-cast plaster. The difference in elevation between the floor of the Bandstand and the level of the proposed Railway Terminal, permits entrance for players with storage closets at the lower level.

South of the Bandstand thus arranged would be a fan-shaped area rising gradually to the Live-oaks, all of which are preserved. Within this area, paths of ample width are suggested and between these, rows of park benches. The whole treatment should be simple and in harmony with the already well placed and designed buildings. Here, on occasion, twenty-five hundred people could gather and the "Court" might very readily be used for many purposes other than concerts for public out-door meetings of any kind.

A curving Pergola should be built as shown on the plan, fitting the base of the hillside and connecting the Natatorium and Pavilion-Restaurant. Properly designed, furnished with brick or tile paved floor and covered with vines.

All of the old buildings, -the Plunge, the Tub Bath House, the small Restaurant Building, should be removed. (Many of them are in very bad condition.) Also the very inappropriate New Pergola. A broad walk, the Paseo is designed on easy lines and grades from the Bridge to the Pavilion-

Restaurant. This is shown fifteen feet in width, ten or twelve might suffice; but in any event automobiles and teams will be restrained by posts six feet apart at the beginning of the Paseo near the Bridge, one post removable, that delivery wagons and supply trucks may reach the Pavilion-Restaurant and Natatorium on occasion. This Paseo will spare the existing attractive Spring house and all good trees, but will necessitate the removal of the older buildings and the Aviary.

The formal buildings, Natatorium, Pavilion-Restaurant, Railway Terminal, and Bandstand, the nearly level area between them; the quite regular natural curve of the hillside slope rising south of this area, the desirability of providing for such a Bandstand and Music Court or place for large out of door gatherings, all suggest that these various features be grouped thus harmoniously and relatively near one another; and the fan-shaped arrangement of paths with the Railway Terminal and Bandstand at the focal point; meets all these requirements in an appropriate manner. I would concentrate all formality here in this neighborhood.

Blue-grass lawns, bedding-plants, formal flower beds and hedges of sweetpeas are entirely out of harmony with the spirit of the rugged mountain canyon, but semi-formal groups of erotic shrubs might be located here on the slopes between the various paths. We must do all in our power to

keep all the remainder of the Reservation as informal and natural as is consistent with the proper provision for the public's enjoyment of it.

IMPROVEMENTS ON THE NORTH SIDE OF THE CREEK NEAR MUSIC COURT

Those coming and going by trolley will be well served by the arrangements of buildings, drives and paths already described. To arrange for the convenience of the increasing number who will come and go by team and auto (especially the latter) is a more difficult problem. Visitors entering the Canyon by the Inspiration Point Drive will cross to the Penitencia Creek Drive over the road Bridge shown on the plan, about where the temporary wooden structure has recently been built. It is to be hoped this ugly affair may soon be replaced and by a more beautiful concrete arch. The proposed Foot-bridge near the new playground will be of great convenience to those arriving by auto and wishing only to visit the vicinity of the Natatorium, as they will be saved the walk back from the road Bridge.

Most of the "auto-parking" has hitherto been done in the wide space on the north side of the Creek opposite the Spring House. This has the objection of being a hot place to "park" for any length of time. (A little more planting of native trees, preferably sycamores, might be

helpful here). Moreover as traffic increases, this "parking-site" is becoming overcrowded. It would relieve the congestion, if more autoists could be induced to hold their picnics in the well-shaded "flats" near Alum Rock Cliff.

MAIN PARK DRIVES:

These to include those of first importance with roadways twenty to thirty feet in width, allowing for a considerable amount of traffic of all sorts, both automobile and carriage.

Earlier in the report, mention is made of the condition of existing roads and drives and it will be remembered that the Penitencia Creek Road paralleling the stream from the lower Reservation entrances to the new bridge near the Spring House is in general well constructed and, for the most of its length, on agreeable lines and grades. This thoroughfare, sometimes called - especially at its upper portion - "The County Road" is not entirely within the control of your Department; is, in fact, a traffic road for the use of owners of ranches further up the valley eastward, and the County Supervisors share in its maintenance, - another of the peculiar conditions of this park problem. While the lines and grades of this road are, for most of its length, quite good, there are certain points where it is very close to steep-sloping banks and hillsides, some of which are so

steep that bad slides have already occurred and still others are imminent. These conditions should be met not by the construction of expensive retaining walls to retain the slides but by removing the slipping earth, in some instances, back to the underlying ledges or cliffs which examination shows exist here in many places, - a saving over the cost of walls. The earth thus removed could be utilized for grading operations in the Reservation and while the cliffs or ledges thus exposed might, for a short time look bare, they could soon be clothed with vines and verdure, - furthermore, removal of these sliding banks would enable us to rectify certain awkward sharp curves. Where investigation shows no underlying ledges conveniently near the roadway which could be utilized in this manner, slopes may be planted with properly selected trees and shrubs to hold them. Allusion will be made to this later in connection with planting details.

West of the new bridge near the Spring House, the "County Road" as it is called, from this point winds steeply up the slope of the Canyon first westward for a few hundred feet and then, turning sharply, proceeds easterly, rising gradually all the way, winding in and out with the rugged topography and finally disappears out of the Reserve into the upland country toward Grant's Springs. It is tortuous and for most of its length very narrow. In fact it is not much more than a good trail. I have studied it carefully

with the hope that it could be developed, widened and reconstructed as an important park drive for the views from it are in many places extremely fine. I believe, however, that the expense necessary to widen and make safe for two teams to pass would be prohibitory. I presume on account of the property rights above Alum Rock Reservation it will have to be maintained in some shape but believe as conditions now stand its use for park purposes is so slight that its maintenance should fall almost entirely upon the Supervisors. At many points it is in a very dangerous condition. The banks above it are so steep and so insecure that great stones and pieces of ledge are constantly falling down, subjecting those using the road to a considerable amount of danger. Bad slides have occurred already in several places and more are threatened. The attention of the Supervisors should be called to these bad conditions and an effort made to better them and to provide for several more opportunities for them to pass; particularly more strict traffic regulations should be prepared and enforced.

That accidents have not occurred before is nothing short of marvelous and steps should be taken now before a serious one does occur, to improve and regulate conditions.

In all cases the main park road should be not less than twenty-five feet in width, - wide enough for one vehicle standing by the roadside and two others to pass.

A further consideration of such main park roads will take us back to the so-called "Upper Entrance to the Park" at the easterly and upper end of Alum Rock Avenue, near the Hauk Estate. Here the road divides; one, which I call "Alum Rock Drive" winding down the slope to the Creek, meeting the Creek Road near the two bridges and Alum Rock Cliff. This has now been reconstructed and is in excellent condition. The views from this road, particularly from its upper end near the entrance to the Reserve are of great beauty and the road itself is of great park value and should always be thoroughly maintained.

Near the end of Alum Rock Avenue and this upper entrance to the Reservation, the roads divide; one leading upward rather steeply in a general southerly and easterly direction to the entrance to the five acre Buena Vista tract. This road is sadly in need of regrading. It is indeed a pity that this knoll with its wonderful panorama of views is so inaccessible. The temporary drive that encircles the knoll should be reconstructed in a more permanent manner to provide for a great amount of traffic that will want to use it in safety. On the summit of the knoll there might be a simple shelter or summer house. "Turn-outs" for passing at frequent intervals are indicated. With traffic regulated, these could have steeper grades than the more important

drives just discussed; traffic limited to one direction and regulations prepared and notices posted informing those using them where they should be entered. A good example of a road of this character is the well known Mountain Drive at Santa Barbara with which, no doubt, many are familiar. It could be possible to build a road of this sort, as shown on the plan, which would, for some distance nearly parallel the proposed new southerly boundary of the Reserve. Commencing near the entrance to the Buena Vista tract, this would wind along the mountain side gradually climbing higher and higher and after proceeding in a general easterly direction for nearly a mile would trend more northerly, still climbing the mountainside; however, and soon after turning rather sharply around the shoulder of the mountain, there dividing; one branch leading down the slope and turning quite sharply on itself bringing us to the "Falls"; the other branch continuing on, still climbing up the slope and returning on itself a couple of times, reaching the summit of South Mountain where one of the most glorious views imaginable is offered.

Another road of similar character could be laid out when the additional lands recommended are secured, passing west of Eagle Rock and winding up the mountain side, finally reaching the North Summit. As already mentioned, the "Upper County Road" is really a drive of this character,

or with some slight improvements could be.

T R A I L S:

A number of the secondary roads just considered may very well be laid out as trails, five or six feet in width only, to be used merely for walkers or horseback riders but so located that if occasion demands they could be widened to eight or ten feet and used for "one-way roads". One of these should be built up the Canyon close to the Creek, crossing it two or three times, all the way to the "Falls". An old trail over this route is in very bad condition, having been washed out in a number of places. This should be one of the first taken in hand and restored for the beauties of these wonderful waterfalls should be made accessible to as many as possible. This is termed the Canyon Trail to the Falls, on the revised plan and autos and teams should be restrained from this, as from the Paseo, by posts.

Another important trail at the present time in fair condition that should be improved and maintained is one starting near the fork of the Creek and winding up the hillside to the summit of "Middle Mountain". Still another could start just west of the cobble-stone bridge and for some distance following the abandoned right-of-way of the Street Railway, finally leave this and gradually climb the hillside to

the upper entrance of the Reservation, giving more direct access to and from the Buena Vista tract and Penitencia Creek Drive. This latter, with the road from the upper entrance to Alum Rock Avenue (Alum Rock Drive) and the Penitencia Creek Road, make that portion of the Reservation west of Alum Rock Cliff an approach unit pure and simple; merely a broadening of the Penitencia Creek Parkway scheme. Several other trails of less importance are indicated, some approximately on the lines of existing older trails, which should be improved.

P A T H S:

Of course all the park drives, both the important broader ones and the secondary, narrower ones, will be much used for walking, but it is not advisable to provide separate foot paths or sidewalks along the side of any of these in such a reservation for it could seldom be done without unnecessary expense. The scheme of paths and trails offered will amply accommodate the enthusiastic trampers. With the new Street Railway facilities, there will not be much walking along Penitencia Creek Road. Some of the foot paths, trails and walks indicated may, on occasion, be too steep even for horseback riding; in fact for a portion of the way steps will be needed. A good example of this sort of path

is the one starting from the upper park entrance and winding steeply down the slope to the Creek, where, as in this case, steps are needed, instead of perishable wood, build them of stone, but not stiffly cut stone steps, - certainly not of concrete rather of local field stone or boulders. These, if selected of proper size, split in halves, each half bedded in the soil with its flat top uppermost, make durable and appropriate steps. A path with steps of this sort would lead to the summit of Eagle Rock. Here let me urge that the present particularly inappropriate method of edging many of the paths and roadways with cobbles and small pieces of ledge should be done away with as rearrangements proceed.

PICNIC GROUNDS:

The Pergola connecting the Natatorium and Pavilion-Restaurant has been mentioned as convenient for picnic parties and for that matter, the Music Court area could be employed for this, except during concerts or public meetings. The shady level hereabout is now much used for this purpose and the restaurant facilities of the Pavilion, where luncheon parties may secure tea and other comforts not easily brought from home, would add to the convenience of the picnickers.

Another very delightful picnic ground would be just beyond the springs, this side the furthest bridge. There are many other suitable places for this purpose, some of which

are indicated on the plan. If they are to be used in this way, however, drinking water could be piped to them where they are too far away from the Springs.

FIRE PLACES:

Fire places for picknickers should be provided similar to those at Griffith Park, Los Angeles; a great service to caretakers in burning up rubbish and a very real fire protection.

CAMPS AND CAMPING:

As to this much discussed question, this has been allowed to a certain extent in the Reservation, but the privilege has been abused and has become very nearly a nuisance.

Camping should be prohibited in the Reservation. If there is a very real demand, let there be a carefully designed "tent city" provided outside the Reservation limits conducted as a separate business venture but provided with sewerage facilities, policed and lighted. These common decency and good health demand, but they cannot be provided within the Reservation and are, indeed, outside the jurisdiction of the Park Department.

THE SPRINGS AND THEIR TREATMENT:

The various Springs are located on the map and

something has been said about their present surroundings which are, in most cases, very bad indeed. Most of them have been enclosed in stone structures resembling sepulchres or tombs. One, however, The Iron Spring, on the south side of the broad path leading up the Canyon has had better treatment; is surrounded by a natural grotto-like arrangement of local stone and if provided with a few more vines, might well serve as a model for the others. It would be neither necessary nor advisable to use the same sort of rock nor exactly the same treatment in each case. A reasonable amount of variation in the arrangement of the rocks, which a little thought and ingenuity would suggest, fitting existing conditions at each Spring would add very greatly to the appearance of the Reservation. The life-giving, curative waters of the Springs are among the greatest of the attractions of Alum Rock Canyon and it is a pity to have them surrounded by any suggestion of the grave. I trust these monstrosities may be removed. (Note: In spite of a similar recommendation made four years ago, a recent visit shows more of the tombs.)

BRIDGES:

The overhead structures of the Street Railway, particularly the arches crossing Penitencia Creek Road near Alum Rock Cliff, have been considered at length. Near these there were in 1912 two flimsy wooden road bridges, entirely

inadequate and expensive to maintain. One of these has been replaced recently by a concrete structure neither well aligned nor designed. The southerly bank of the Creek nearby is wearing badly and there is need for a retaining wall which when built should be on agreeable lines extending from one bridge to the other, protecting the roadway; the central pier of the arches of the Street Railway structure to be incorporated in such a wall, and the wall and both bridges built of concrete. This, however, should not be plastered in the usual slick, smooth manner or treated with a coating of "pebble-dash" for that matter, although this would be better than the smooth surface. When the moulds for such concrete structures are removed, the markings of the boards used show and the common method is to use cement plaster to cover the markings, the plaster scaling off later, a more durable and appropriate method for our purpose would be to treat the finished concrete just after the moulds are removed, with a vigorous rubbing by hand with a stiff wire brush and water. This treatment removed the markings of the moulds and some of the cement and sand matrix, leaving the stone of the "aggregate", more in evidence; roughens the surface agreeably and yet if properly done, leaves it absolutely durable, there being no plastered surface either rough or smooth to crack off. Best results require care and skill in mixing the concrete that the color of the stone used be agreeable. This

being a good method of treating these two bridges and the street railway structures, it may well be adopted as the best finish for all the other bridges and trestles.

Note: The above advice still holds good for the remaining bridge and retaining wall still needed at Alum Rock Cliff. When these are built, effort should be made to modify the "sleek" appearance of the new bridge. Its bad lines and design must remain.

This treatment would lend itself to the improvement of the existing cobble-stone bridge not far from the westerly entrance to the Reservation which could be stripped of its cobbles, some of which are now loose (and add neither to its strength or beauty) and the bridge treated in the above manner.

FOOT BRIDGES:

Where paths and trails cross any of the streams, the necessary bridges should be of rustic wood-work in keeping with the natural rugged conditions of the Canyon; certainly no flimsy iron or wood with "ginger-bread" wooden rails, as in some instances, should ever again be permitted. (I am glad to notice that the foot bridge near the Natatorium, a particularly bad example of this, has disappeared.)

PENITENCIA CREEK IMPROVEMENTS:

First of all let me strongly urge that whatever is

done to improve the conditions of the banks of Penitencia Creek (and something must be done in several places) it should always be remembered that this is a wild mountain stream and the necessary protection of its banks should be undertaken with the purpose of making such improvement as natural as possible, and always to avoid any appearance of "canal-like" walls or banks. In a number of places very ugly stiff walls have been started; in others distinctly temporary wooden bulk-heads have been built. Fortunately much of this is very evidently temporary and would probably never stand the severe strain of a bad flood. Before these occur again, as they undoubtedly will, a consistent policy of treating all of these wearing banks should be adopted, and as far as possible thorough construction carried out.

Probably the best way of restraining the constant and at times violent erosion will be by a very liberal use of concrete foundations for durability, but the outer portions of all such retaining walls should be faced with huge boulders as large as may be conveniently moved into position; these, bedded into the concrete background forming "Cyclopean" masonry. Vines and creepers can then be trained over such walls with good appearance for many months of the year; when the creek is low; using inexpensive plants of rapid growth which, if washed away by occasional floods would be

slight loss and easily replaced. In several places, notably just west of Alum Rock Cliff the Creek could well be slightly straightened, saving construction expense, care being taken, however, to have the lines on long sweeping natural curves.

Some will perhaps recall a portion of Boston's Park System, the Fenway between Beacon Street and the Boston and Albany Railroad track where the banks of the stream have been treated in some such manner as here proposed, with pleasing and satisfactory results.

In the recommendation for the treatment of the bridges and structures near Alum Rock Cliff, rough concrete only was suggested with none of the huge boulder facing, but there were special reasons for this here. In the first place, the banks of the Creek are very steep and there is barely room for a roadway between the stream and the bluff. Again, there must be three distinctly artificial structures, two bridges and overhead railroad arches. The abutments and wing walls of these various structures would best be constructed of properly reinforced concrete and they are so close together that even as independent structures they form an almost continuous line of masonry, which,as has been suggested, may better be continuous as shown on the plans.

LIGHTING ARRANGEMENTS:

As to the crude method of lighting the Reservation,

here again a consistent scheme should be planned and gradually executed. It will be necessary to light only a few of the Reservation Drives; Penitencia Creek Road from the westerly entrance to the Spring House, the Pasco to the Pavilion and Music Court and probably also Alum Rock Drive from the end of Alum Rock Avenue down the hill to the bridges. The County should assume a considerable proportion of the cost of lighting Penitencia Creek Road; the other lighting costs to be borne by the Department.

I cannot too strongly recommend that when this matter of lighting facilities is taken up, provision be made for burying the wires. The idea of overhead electric light wires in any Reservation or Park is particularly inappropriate. Then too, the light standards themselves should be of a simple sort of reinforced concrete, square or octagon at posts, not large, and single modest globes or lanterns; or perhaps brown stained wooden posts with wrought iron brackets.

DEER PARK:

At present the very steep slope north of Penitencia Creek Road extending up to the hillside to the so-called St. Clair Club Pavilion is fenced for a Deer Park; a prominent place but quite too steep. An ample and very much better location would be a portion of the slope between Alum Rock Drive and the new Inspiration Point Drive; a tract of land

partially wooded, that includes a number of open pasture-like areas, affording a good feeding ground for the deer. This is a bright, sunny, westerly slope, sufficiently accessible and better suited to these timid animals who do not enjoy crowds or trolleys. When it becomes necessary to enclose this area, please use simple fence posts as in Golden Gate Park, weathered or dark-stained rough logs with the bark removed, and particularly never paint them as new, green with white tops; any posts are an intrusion - why emphasize them.

LOG CABIN MEMORIAL TO PIONEERS; TO BE ERECTED BY THE NATIVE DAUGHTERS:

A site for such a structure has been promised and various places have been suggested. A temporary building has been erected west of the Natatorium. The more permanent structure would far better be in the charming little natural wooded dell just above the Music Court and below the new Inspiration Point Drive. This would be appropriate and accessible.

PARK STABLE:

Having abolished the old, inadequate and very inappropriately placed stable, provision must be made for another. Several sites have been suggested; one in the ear-

lier report on the hillside north of the Springs, although approved by some of your officials, has some objections; is inconvenient, and unless the building is small, unduly prominent. A temporary structure has been built above the farthest bridge - not a suitable permanent location.

A small, simple building, either of concrete or wood, with rough plaster finish will be sufficient for tools, horse and wagon; the latter no doubt advantageously replaced by a light motor-truck in the near future. A convenient and unobtrusive site for such a small structure, when funds are available, would be at the rear of the Restaurant-Pavilion Building, where its maintenance in sanitary condition would be insisted upon and more carefully watched, than in a more secluded spot. The suggested substitution of a light motor for the horse, would be real economy, more convenient and useful, and would preclude any danger of nuisance. I recommend the use of the present temporary stable until such substitution can be made.

It would be well to have the entrances to the Reservation, particularly that at the upper end of Alum Rock Avenue, and the entrance to the Buena Vista tract and the Inspiration Point Drive emphasized in an appropriate manner, perhaps with posts built of local boulders.

MINOR DETAILS:

Two or three other minor matters should be re-

arranged and improved in the progress of developing the Reservation. One of these is the Water Pipe System.

At present there are a number of pipes which, for a considerable distance along the Creek bank are entirely exposed, hanging in a precarious condition in stiff and ugly festoons from prop to prop; a very crude method that must bring undue strains upon joints and increase leaks. Exposed thus to all sorts of weather greatly facilitates deterioration and increases maintenance. This whole matter of pipe systems should be studied in connection with the question of burying wires and the two problems solved in a comprehensive manner.

Along Penitencia Creek Road there are now and always will be needed, a number of Stand Pipes for watering carts. There are also here and there at other points in the Reservation, a number of Wooden Tanks, most of them cheaply built and their maintenance a considerable item. The Stand Pipes should be encased in concrete designed similar to the street lighting standards proposed and the Water Tanks, where possible, placed on the steep banks out of the way, hidden by planting, or rebuilt of concrete to be covered with native vines.

It has been suggested that provision be made for a Green-House. I see no reason for putting the Department to this expense. Alum Rock Canyon is not the place for bedding plants or for flowers requiring Green-House attention.

In the course of my study of this problem, several have proposed that a site whould be provided within the Reservation for a Hotel. I believe this is an utterly inappropriate and impracticable suggestion. The Springs and Baths require certain peculiar accommodations for which we have endeavored to make ample provision. Anything in the nature of a hotel for outside public should be a business venture and located outside the Reservation where there are a number of excellent sites. One or two near the end of Alum Rock Avenue are very beautiful. Resort hotels have been over, rather than under supplied in California and private capital is not very likely to be thus employed. If this is so, why should City funds or land be sacrificed. Whenever the time is ripe for a hotel by private capital, its owners or managers should be given certain concessions as to the use of the water from the various Springs and the privilege of conducting, under reasonable supervision, a certain amount of transportation service through the Reservation; for example, a "bus" service and saddle-horse and burro-livery for trail parties. Those who have visited the Grand Canyon of Arizona know how efficiently both these services are handled by the hotel management there. The future use of Alum Rock Reservation will undoubtedly demand service of a similar sort which may far better be conducted in this manner than by the Park Department.

PART IV

PLANTING AND GRADING SUGGESTIONS

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Allusion to both these important matters has been made in a connection with the recommendations in Part III of this report. All that can be said further in this regard must at this time be general in its nature. First, as to

GRADING:

Inaccuracies in the topographical survey furnished make several of the new roads and trails as shown on the plan tentative rather than definite in their location and supervision on the ground that will fit these to the existing conditions by someone familiar with the plans, will be necessary before construction is begun. Similarly, the comparatively slight changes in the lines of Penitencia Creek Road alluded to and the removal of portions of the sliding banks back to the cliffs; also the treatment of the creek's banks should be given further careful study.

The most important feature of the Reservation from the point of view of construction work is the proposed grouping about the Music-Court, Natatorium, Pavilion-Restaurant, Railway Terminal, Bandstand and Pergola. The general features of this scheme are more clearly presented in the re-

CHAPTER IV

PLANNING AND ZONING SUGGESTIONS

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Attention to just these important matters has been made in connection with the recommendations in Part III of this report. All that can be said further in this regard must at this time be general in its nature. First, as to

GRADES:

Excessive grades in the topographical survey furnished make several of the new roads and streets as shown on the plan tentative rather than definite in their location and supervision on the ground that will fit these to the existing conditions by someone familiar with the plans, will be necessary before construction is begun. Similarly, the comparatively slight changes in the lines of Pentagonia Road eliminated to one the removal of portions of the adjoining banks block to the cliffs; also the treatment of the creek's banks should be given further careful study.

The most important feature of the preservation from the point of view of constructive work is the proposed groupings about the Music-Court, Natatorium, Pavilion-Restaurant, Railway Terminal, Monument and Pergola. The general features of this scheme are more clearly presented in the se-

vised plans submitted to your Department in December, 1913 and shown in reduced form on page 30 of this report. Before taking up the details of grading and planting of this scheme, further conference with the Department will be helpful.

P L A N T I N G:

Present conditions warrant merely suggestions as to a general policy in regard to planting and we may begin these at the westerly end of the Reservation. Near the first sharp turn in Penitencia Creek Road the Cliff and ledges present a very crude and unpleasant appearance. The ledges have been quarried by various interests. The Supervisors and Park authorities and even private parties have been allowed to secure rock here with the result that one of the most important entrances to the Reserve makes a particularly sorry appeal.

A consistent policy should be adopted by your commission in regard to this ledge. Private parties should not be allowed to quarry rock here and the crude conditions of the slopes should be brought into more attractive appearance; planted with some of the many native shrubs and vines of which mention will be made later.

All debris and loose material now lying about on either side of the road should be cleared up in the interest

of neatness and more attractive conditions.

The various railway trestles and the considerable amount of cutting into the steep hillside for the shelf for the tracks make a good deal of planting necessary that the rawness of the new banks and, as far as possible, the crudeness of the trestles, be improved in appearance. It is to be hoped that some day the very ugly wooden trestles may be replaced by steel, covered with concrete. Now that the Street Railway work is completed, these raw banks, trestles and arches should be clothed with quick-growing native vines and shrubs.

The lands which your department controls north of the Creek, commencing at the westerly corner and extending to near the mis-named "Meteor" are at present in very bad condition. Serious slides have occurred and a considerable amount of quick-growing planting of trees, shrubs and vines should be undertaken soon, that the raw, unsightly conditions now prevailing may be improved. A little study will show that this may be accomplished in such a manner that a parkway road can later be built north of the Creek as recommended in Part III.

All along the northerly border of the Reservation, from the mis-called "Meteor" to Eagle Rock, and for that matter if you secure, as I hope you will, the tracts "a" and

"b" as recommended, planting should be started of naturally arranged groups after the manner outlined on the plan. The various sorts of plants and trees appropriate for such work will be mentioned in detail later, but before any planting is undertaken, detailed planting plans should be made showing exactly the sorts desirable, their approximate cost and the quantities of each.

Across the Creek, especially when one looks west from Alum Rock Cliff, the view is marred by two or three farm buildings. These, but emphasize the principle of border road control mentioned earlier in this report. It would be possible, with a little study of conditions to reinforce existing growths of trees within the Reservation limits by planting groups of quick-growing trees at several points which would soon screen from view these objectionable structures.

Let me here reiterate that all the planting suggested should be done in the most natural manner possible, greatest care being taken to give the new trees and shrubs a most informal grouping. A particularly serious offence in this regard has already been committed in the planting of what has very aptly been termed "The Orchard of Foreign Pines" which now covers the slope in the vicinity of St. Clair Club Pavilion and the present Deer Park. The pines used are inappropriate; are not native trees; and the straight

rows are particularly unhappy. Appearances may be improved by cutting irregularly from this "Orchard" a number of the pines leaving a space to be planted with low native shrubs or trees of more appropriate character, giving suitable variety and harmony. Many eucalyptus trees have been planted in the canyon, a few on this slope. They are out of harmony with the native growth here and should be removed.

Penitencia Creek Road has been planted for some distance on one side with a row of Elm trees, inappropriate trees for such a Reservation. Furthermore, they are planted too regularly and too close together. Some have been planted under older native trees and are stunted. All the elms should be cut out. This is no boulevard, but rather a winding wood road and should be so treated.

Considerable formal gardening and planting has been done about the older buildings, particularly near the Spring House and Restaurant, and between these and the Street Railway tracks. This includes a number of really very good flowering shrubs, lilacs, veronica, laurestina, Japanese quince, spiraea and many others, most of them exotics, to be sure. There are also, hereabout, numerous formal beds of tulips, hyacinths and carpet-bedding plants, also roses and sweet peas, all of which are particularly inappropriate and inharmonious for such a mountain canyon. In the proposed rearrangements in the neighborhood of the Music Court, all the

good flowering shrubs should be saved and may be effectively grouped about the new buildings and upon the slopes between the paths as outlined on the revised plan for this neighborhood. Perhaps some of the exotic flowering shrubs could be here employed, but let us have no carpet-bedding, no hedges of sweet peas, no geraniums. Beautiful as these are, in homes or home gardens, they are most inappropriate here and a useless expense withal.

Earlier in the report, a better treatment is proposed for the Springs and their surroundings; the tomb-like structures to be replaced by more pleasing grottoes, these to be planted to be overgrown with native vines.

There are two or three more details which it is possible to consider at this time; one of the most important of these is the Poison Oak. In the interests of the health, convenience and pleasure of all, a considerable amount of this growth should be removed near the borders of the important paths and drives. A great admirer of the effect in masses up the hillside of this native shrub, I believe that more of it might be employed on inaccessible slopes, but the inexperienced do not know its harmful effects and it should not be permitted in frequented localities.

Many of the fine old native trees in the Reservation, especially some of the Sycamores and Live-Oaks, need

intelligent tree surgery and a thorough investigation of these should be made and the defects remedied.

I would strongly urge the appropriateness of utilizing native plants just as much as possible in any new planting that may be done. They will always be found to harmonize and in the end satisfy by their natural beauty far better than any exotics, and there is such a wonderful variety that limiting the choice to natives is really no restriction and will unfailingly produce best results.

The purpose of all the planting should be to restore the natural beauties of the Canyon where these may have been disturbed in the past and where roads, railroads and buildings necessitate changes. There follows a list of appropriate trees, shrubs and smaller plants with brief comment as to the special uses for some of them. This list has been endorsed by one of your fellow-townsmen much interested in the preservation of the beauties of Alum Rock Canyon and familiar with the native flora, the late Mr. Volney Ratten;

NATIVE TREES

Sycamore Black Willow Big Leaf Maple Alder	Fast growing, suitable on Creek banks, about Springs and on wet slopes.
Buckeye Elderberry	Fast growing, suitable on new slopes and about base of trestles and bridges.

All native oaks, live oaks good, and are faster growing under fair conditions than many believe.

Laurel or Bay Tree
Digger Pibe (Finus Sabiniana)
Madrona (on north slopes)

SHRUBS

Toyon - California Holly
Evergreen Cherry
California Lilac and other native Buckthorns
False Mallow
Manzanita (north slopes)
Native Crataegus
" Blackberries
" Azaleas
Monkey Flower
Red-Stemmed Arrow-wood (Cornus)
Sage Brush
Poison Oak (masses in inaccessible spots on hillsides).

VINES AND CLIMBERS

Native Clematis, early and late flowered
" Woodbine
" Wild honeysuckle
" Solanum
" Aconite or Monkshood
" Blackberries
" Woody Morning Glory
California Poppy
Goldenrod
Mariposa Lily
Indian Paint Brush
Solomon's Seal
Blue Bells
Brodesea in all varieties
Lupines, in all varieties
Columbine, blue and scarlet
Shooting Star

It would be an excellent idea to start somewhere

outside of the Reservation wherever suitable land can be secured at a reasonable price, a "nursery" of native shrubs and trees, such of the above as will be needed in quantities, particularly those that cannot readily be secured of local nurserymen, as, for instance, sycamore, live-oak, California laurel, madrona and manzanita. Perhaps a portion of the Odd Fellows Home Tract should be thus employed. Such a nursery will be particularly useful now that the new charter places control of all the parks in the hands of your Department.

It is important to particularly call the attention of the Department to the inaccuracies of the topographical survey furnished as the basis for the studies and planning. The original of this survey was made some years ago by a former County Surveyor and while its outlines are practically correct and the then existing roads and buildings located with reasonable accuracy, the topography and contours are very inaccurate. In regard to these, a note on the plan may be here recorded: "Elevations." The curves of equal elevations are sketched for an approximate difference of level of 10 feet. Study soon proved that these so-called "curves of equal elevation" (contours, as we call them) were very evidently sketched free-hand, and furnish no accurate record of existing topographical conditions. In fact, comparison of the data of this map with that of other surveys, including

the Governmental Topographical Survey, made it necessary to practically abandon the information as to contours, utilizing only that portion which represented the outline survey of roads and buildings. As there was neither time nor funds for the preparation of a more accurate topographical survey, the data at hand has been employed, correcting and revising as much as possible of this by study on the ground.

The result is that while the location of the principal park roads is given with a considerable degree of accuracy, and also the sites for the proposed buildings, most of the other roads, trails and paths, are only sketched on the plan in their approximate location. If the scheme is adopted, and the construction of any of these commenced, I cannot too strongly urge the necessity of their being staked out carefully, on the ground by some one familiar with the original purpose of the design.

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Let me here record with pleasure my sincere appreciation of the aid which has come to me from various quarters in the course of the study of this important problem, and first, the efficient and interested coöperation of the members of the Commission of 1912. These gentlemen gave of their time and effort, advice and suggestions which have been of great value.

I acknowledge also the helpful advice and coöperation of Mr. Charles Bulford Robinson. We had the benefit of his time and thought for several days with notable results in many respects.

The efficient and whole-hearted interest of the officers and various committees of the outdoor Art League is herewith particularly gratefully acknowledged, together with similar interest on the part of a number of your prominent citizens not directly connected with this organization.

One cannot go about your thriving, prosperous municipality in such studies as those in which I have been engaged without meeting this most encouraging and valuable asset -- a strong and highly intelligent public opinion favorably inclined to the very best possible development of this wonderful Reservation. I found each and all particularly jealous of its great natural beauties and solicitous that these be preserved and augmented and I am confident that when the Department undertakes the execution of the plans, they will find this intelligent public opinion of the utmost value.

The breadth of view and helpful coöperation of the officials of the Street Railway Company has been noted. They have certainly met us more than half way in some of our suggestions.

I wish also to place on record here my appreciation

of the interested help received from the City Engineer, Mr. F. W. McCarton, and the Department's Assistant Secretary, Mr. Elmer J. Ware, and the Park Superintendent, Mr. E. C. Munn.

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It has seemed to the writer that a proper respect for the future interests of the public in the development of Alum Rock Canyon requires this detailed record of the groundwork and purposes of the plans proposed; that if issued in pamphlet form with copies of the plans, together with such publicity as the "press" may give, this will strengthen intelligent public sentiment in support of a laudable purpose to make the most of this very great possession.

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S U M M A R Y

That the busy man and woman may more fully appreciate and be roused to strong support of the plans, the following Summary has been prepared:

P A R T I

Mr. Robinson's interesting and appreciative introduction will be read by all. It is its own best recommendation and needs no comment. I would only call attention here to its emphasis, well placed, upon personal responsibility of all the people of the community; that high ideals may not be forgotten.

P A R T II

Existing Conditions: Alum Rock Canyon, a Reservation rather than an Urban Park. The two-fold purpose: enjoyment of natural beauties and of the health-giving Springs not only by the people of San Jose but by the Metropolitan Community surrounding San Francisco Bay. Arguments for an extension of area:

1. The statement of conditions reveals the fundamental characteristics of the Canyon to be not those of an Urban Park but rather a Nature Reservation. Its development should therefore be in accord with this distinction.

2. The purpose of the Reservation is two-fold: the enjoyment (a) of the distinctively beautiful mountain and canyon scenery, and (b) of the various remarkable Springs. The latter requires special transportation and structural facilities while the former will be aided by restricting and concentrating these.

3. There is a steadily increasing use of the Reservation, not only by the people of San Jose but the entire Bay District. It is, in truth, a Metropolitan Reservation and this fact would justify State or Metropolitan District aid in its development, particularly as to:

Proposed Extension of Area. These should be considered in the following order:

(a) The slopes of Eagle Rock to North Summit.

(b) The slopes South and East of Inspiration Point Drive to the South Summit.

(c) Miller and Harlan Ranch land, as well as the water rights.

(d) Limits or bounds in each case to be finally determined by the future practicability of border roads or trails enclosing the Reservation.

PART III

IMPROVEMENTS PROPOSED: The problem two-fold: (a) to preserve and enhance natural beauty; (b) to provide adequate transportation and facilities for the enjoyment of the Springs.

APPROACHES BY AUTO AND CARRIAGE

1. Alum Rock Road: Restore original excellent conditions in the Linda Vista District and extend these toward town as far as King Road, the present city limits.

2. The Penitencia Creek Parkway Scheme: Its keynote; present conditions of the Creek and Road from the Reservation limits west to White Road; eventually there should be another park drive north of the Street Railway; then two Park Drives, one on either side of the Creek all the way to Maybury Road, opening new lands for residence and providing adequate storm water control. Maybury Road to be improved as a parkway, Coyote River from Maybury Road to Alum Rock Avenue to have park drives on either bank.

Accomplishment of both these projects will undoubtedly be aided by transfer of authority from County to City so that not only Alum Rock Canyon but a district to include at least all the lands between Alum Rock Avenue and the proposed new Penitencia Creek Parkway, together with a

PART III

RECOMMENDED PROGRAMS: The problem was to: (a) to preserve and enhance natural beauty; (b) to provide adequate transportation and facilities for the enjoyment of the setting.

APPROACHES BY AUTO AND CARAVAN

1. **Alum Rock Road**: Restore original excellent conditions by vista clearing and extend these toward town as far as Five Oaks, the present city limits.

2. **The Penitencia Creek Parkway Scheme**: Its key-note; pleasant contrasts of the green and road from the natural Alum Rock to Mount Hope; eventually there should be another park drive north of the Great Railway; then two Park Drives, one on either side of the Creek all the way to Parkway Road, opening new lands for residence and providing desirable return water control. Parkway Road to be improved as a Parkway, Coyote River from Parkway Road to Alum Rock Avenue to have park drives on either bank.

Accomplishment of both these projects will undoubtedly be aided by transfer of authority from County to City so that not only Alum Rock Canyon but a district to include at least all the lands between Alum Rock Avenue and the proposed new Penitencia Creek Parkway, together with a

tier of lots south of Alum Rock Avenue and north of the new Parkway be taken into the City limits; perhaps even more. This is, of course, a city planning project that should command the hearty coöperation of the Park Department and the proposed new City Planning Commission.

APPROACHES BY STREET RAILWAY

These are largely now a matter of fact. From the park designer's point of view, the Street Railway should have stopped at Alum Rock Cliff, but adequate accommodations of the multitude's enjoyment of Springs and Baths necessitated extension of trucks some distance into the real "park unit."

STREET RAILWAY TRESTLES

These, with the "upper and lower" roads make the narrower portion of the Reserve west of Alum Rock an Approach Unit: an extension of the Penitencia Creek Parkway Scheme; cover trestles and raw slopes with vines and planting.

THE BRIDGES AND ARCHES OF ALUM ROCK CLIFF

These make this the real "portal" to the Reservation, therefore structures here should be attractive, not ornate, but suiting the rugged cliffs; vines and planting will help.

THE GROUP AT THE SPRINGS

The Natatorium and Restaurant-Pavilion are now placed with reference to the ultimate development of the Music Court. As funds avail, Pergola, Bandstand, Railway Terminal, Walks and Paths and Planting will take their places naturally and fittingly in this ideal scheme. Let artificiality and formality stop here. Elsewhere is Nature's domain and the hand of man should be strongly restrained.

A PLAYGROUND FOR THE LITTLE FOLK

West of the Natatorium is a suitable site.

MAIN PARK DRIVES

(a) Penitencia Creek Road: Remove slides to ledges; where practicable, replace awkward angles by agreeable curves; plant slopes and ledges; eliminate the formal row of elms.

(b) The "Hillside" County Road: Its dangerous condition is unfortunate for it offers rare views; this will probably always have to be a "one-way" drive. Traffic restrictions; more turn-outs and better lines and grades will help.

(c) Alum Rock Road: From the end of Alum Rock Pavilion to the Creek should always be thoroughly well main-

tained. This is a most important Park Drive.

(d) Road to and encircling Buena Vista Tract: Both of these are sadly in need of better grading and surfacing. The wonderful panorama of views here is now altogether to inaccessible.

(e) New Inspiration Point Drive: This is sadly in need of better grading; should be widened in some places and slides prevented by more retaining walls.

SECONDARY PARK DRIVES
(One-way roads eight to ten feet in width)

(a) To "North Mountain" summit from Eagle Rock.

(b) To "South Mountain" summit from Inspiration Point Drive.

(These two perhaps first as Trails but on lines adaptable to One-way road construction later.)

(c) Hillside, or Upper County Road: coöperation with the Supervisors should improve this.

T R A I L S

(a) To the Falls: Most important; these beautiful cataracts should be made accessible;

(b) To "Middle Mountain" summit:

(c) From cobblestone bridge to the upper end of Alum Rock Avenue offering more convenient access to Buena

Vista Tract.

PATHS

The more important are:

(a) From the end of Alum Rock Avenue down the slope quite directly to the Creek. This and others would have steps of local stone split in half and bedded in the hillside flat side up.

(b) A similar path to top of Eagle Rock.

Many of the existing roads and paths are now edged with bits of rock; they would look very much better if these were removed.

PICNIC GROUNDS

(a) The Music Court when not in use for concerts or out of door meetings would be a splendid picnic ground, convenient to Restaurant, Pergola and Springs.

(b) Grove above the Springs.

Many more secluded spots may be used thus, if water is piped to them.

STONE FIRE-PLACES

Stone Fire-places would serve picnickers and aid the disposition of rubbish and prevent forest fires.

Vista Drive.

CAMPS AND CAMPING

Permit neither in the Reserve. A Tent-City, sewered, lighted and policed, a private venture under official control might be permitted outside the Reserve.

S P R I N G S

At present most of them are most unhappily enclosed, in "sepulchres" which should be replaced by grottos and natural conditions with appropriate planting of shrubs and vines.

ROAD BRIDGES

These should be of concrete, uniformly simple in design; if the surface of the concrete be roughened they will the better harmonize with their surroundings. The surface of both the "cobble-stone" bridge and the new one near Alum Rock Cliff should be this treated.

FOOT BRIDGES

These should be of rustic wood-work; simple in design; never of iron.

PENITENCIA CREEK BANKS

In all cases naturalness to be the key-note; main-

tain the rugged mountain stream character; above all avoid canal-like treatment of the banks; Cyclopean masonry with suitable concrete foundation needed at several points.

LIGHTING

(a) Penitencia Creek Road from entrance to the Springs (Supervisors should share expense).

(b) Alum Rock Drive from the end of Alum Rock Avenue to Creek.

(c) Music Court and vicinity.

All wires should be placed underground; light standards either simple concrete or brown-stained posts with wrought-iron brackets and simple lights.

DEER PARK

Present location unfortunate for the deer and the public. Remove to site between Alum Rock and Inspiration Point Drives and then improve the "Orchard of Pines."

Pray do not have the fence posts of new enclosure green with white tops. Brown-stained logs as at Golden Gate Park are more appropriate.

LOG CABIN Memorial to Pioneers to be erected by the NATIVE DAUGHTERS.

A suitable location in the dell above (south of) Music Court.

PARK STABLE

Properly designed this could be placed near the Restaurant.

MINOR DETAILS

Place all Water and other pipes, as well as Wires, under-ground; prepare a comprehensive scheme for all of these to be executed bit by bit.

More suitable and durable Stand-pipes and Water-tanks; of concrete and vine-covered.

No Green-House Needed. Alum Rock Canyon is no place for bedding plants or exotics requiring green-house care.

No Hotel in the Reserve. If required later, to be located near by and the management given proper concessions as to transportation service and use of water.

PART IV

PLANTING AND GRADING

GRADING:

(a) Penitencia Creek Road: Sliding banks, removing where practicable to ledges or permanent slopes; at the same time improve awkward alignment.

(b) Creek banks and walls. In all of this work aim for natural conditions, avoiding artificial and formal lines and grades. Some bad work has already been done. When floods remove this do not permit restoration along present lines.

(c) Music Court and Vicinity: Some formality to be permitted here near the necessarily formal buildings.

(d) New roads and Trails; On account of inaccuracies in the survey furnished these are but tentatively indicated on plan and their more exact location will require further study to fit them to existing conditions.

PLANTING:

(a) Ledges and slopes near the west entrance.
(b) Trestles and shelves of Street Railway.
(c) Slopes north of mis-called "Meteor" (Planting here to be done with reference to a possible new Park Drive)
(d) North slope and new lands when secured above Eagle Rock.
(e) Screen the barns now noticeable looking west from Alum Rock Cliff.

(f) Remove much of the Orchard of Foreign Pines, replacing rows of inharmonious exotic trees by groups of native Shrubs and trees.
(g) Remove hedge of elms making the Park Drive less formal.
(h) Save good exotic shrubs near the older buildings and use them about the Music Court but have no carpet-bedding roses, geraniums or sweet peas.
(i) Plant native shrubs and vines about the rearranged grottos enclosing the Springs.
(j) Remove Japanese tea-house; plant shrubs and vines.
(k) Remove poison oak on borders of frequented Drives, trails and paths.
(l) Tree surgery for fine old native trees.
(m) IN ALL THIS PLANTING USE NATIVE RATHER THAN EXOTICS. THE AIM-TO RESTORE DISTURBED NATURAL BEAUTIES.
(n) A "nursery" for native trees and shrubs not easily secured from Nurserymen might be located outside of the Reserve.

ORDER OF PROCEDURE

It is well realized that many of these recommendations imply expenditure of funds and that additional appropriations are not readily secured. However, with a consistent policy determined and followed bit by bit, much can be accomplished without special appropriation. There are a number of "Don'ts" that should guide the expenditure of present limited funds, for example;

Do not permit any further building or farming operations upon any of the Canyon's slopes. Injunctions will restrain new; other legal steps may even remove existing encumbrances. The City's law department should be consulted and urged to act.

Do not permit the ugly Street Railway trestles and shelves

to remain longer without vines; start natives at once. (See list of recommendations.)

Do not permit Supervisors to build any more ill-designed bridges. Better wooden ones than some of the recent efforts.

Do not permit bedding plants, roses, sweet peas and geraniums anywhere in the reservation. A considerable amount of money that could well be more wisely employed is now worse than wasted upon these incongruous flower beds.

Do not permit the formal row of Elms. Many are now in bad condition. All of them should be removed.

Do not permit the Hillside County Road to remain longer in its present dangerous condition. Coöperation with Supervisors in removing dangerous slopes, providing more and safer turn-outs, together with traffic regulations, particularly one prohibiting motorcycles, will make this a splendid Park Drive. Today it is hardly more than a dangerous trail.

Do not permit incongruous stone edging on any of the Park Drives or Paths. There are some particularly bad ones on the broad Path leading up the Canyon.

Do not permit any more flimsy wooden steps on any Paths. Local stone split in half and bedded in the hillside flat side up are more appropriate and durable.

Do not permit incongruous conditions about the Tea House. Remove the Tea House and restore surroundings to former natural conditions.

Do not permit promiscuous fires by picnic parties. Simple stone fireplaces, similar to those in Griffith Park at Los Angeles would be a convenience to the public; aid the disposal of rubbish; and prevent forest fires.

Do not permit Camps or Camping in the reservation.

Do not permit any further desecration of life-giving Springs by tomb-like enclosures. Remove the worst of these; redesign grottos and plant vines.

Do not permit any canal-like treatment of slopes of Penitencia Creek. Better the unkempt roughness now existing in some places than stiff ugly walls. Some of these, all to poorly built, will probably not withstand flood conditions. When damaged do not permit renewal in present still manner.

Do not permit the Orchard of Pines to remain on the slope above the Springs. Cut out most of these, destroying the straight-row appearance and planting native shrubs and vines.

Do not permit Poison Oak along frequented paths and drives.

Do not permit any more Water Pipes or Wires above ground. Prepare a comprehensive scheme for burying these as fast as funds allow.

Do not permit any Green-house in the Reservation.

Do not permit any Hotel in the Reservation.

Do not permit any new roads or trails without further study to fit them to existing conditions.

Do not permit any further planting of exotics. The aim of all planting should be to restore disturbed natural conditions; the transplanting of existing native growth will help wonderfully at slight expense.

PROJECTS THAT WILL REQUIRE ADDITIONAL APPROPRIATIONS

It is manifestly impossible to list these in any precise order, but the following may help:

1. Build a good trail to the Falls. It is a shame that these beautiful cataracts are so inaccessible.

2. Improve the road to and around Buena Vista Tract, which is now in very bad condition.

3. Improve Penitencia Creek Road. Remove sliding banks to underlying ledges; replace awkward angles by agreeable curves; plant slopes and ledges with native vines and shrubs. (Supervisors should share grading expenses.)

4. Secure the Miller and Harlan Land as well as the water rights.

   (These four items should not entail any great sum of money.)

5. Secure other areas that will give control of the entire Canyon; perhaps in the following order:

   (a) The lands north of Eagle Rock to, and including the North Summit.

   (b) The lands South and east of Inspiration Point Drive to, and including the South Summit and both Falls.

   (In this connection, consider that State and Metropolitan District aid is fully justified by the enjoyment of this Canyon by the entire Bay District. Take enough land so that border roads or trails can later be built.)

6. Build the Memorial Bandstand Street Railway Terminal, Pergola and Tasco completing the Music Court, scheme as recommended in the report and illustrated, p_____.

(Officials interested may yet, I am informed, secure the donation for the Memorial Bandstand and its setting.)

The Street Railway must care for their Terminal facilities and the remainder of the scheme would call for little expenditure. In the process, the play apparatus will be moved to better location west of the Natatorium and much of the present incongruous planting, also all the outgrown, dilapidated buildings will disappear.

7. New bridges should be of concrete and appropriately designed and built, perhaps on the following manner:

   (a) Near Alum Rock Cliff, including the retaining wall for the south side of the Creek from bridge to bridge.

   (b) Near the Spring House.

   (c) Above the Springs.

   (d) Improve the appearance of existing Cobble-stone Bridge near mis-named "Meteor" and of the newly built bridge near Alum Rock Cliff to harmonize with proposed new structures.

8. Improve Penitencia Creek Banks. In all cases naturalness to be the Keynote.

9. Build new "one-way" restricted traffic Drives as follows:

   (a) North Mountain Summit Drive.

   (b) South Mountain Summit Drive with branch to the Falls.

10. Build or improve trails; the more important after the one to the Falls being:

   (a) To Middle Mountain Summit.

   (b) From Cobble-stone Bridge to upper end of Alum Rock Avenue.

11. Build or improve paths: the more important being:

   (a) From the end of Alum Rock Avenue down the

steep slope to the Creek: similar path to top of Eagle Rock; during improvements remove stone edging from paths and drives.

12. Foot bridges to be of rustic woodwork simple in design.

13. Improve lighting system as outlines; prepare comprehensive scheme for this that will place not only wires but all water pipes underground and provide more attractive tanks and stand-pipes; and execute such plan bit by bit.

14. Move the Deer Park to the site proposed between Inspiration Point and Alum Rock Drives.

15. Build an appropriately designed small stable or garage near the Restaurant Pavilion.

16. Planting Suggestions: These have been alluded to in considerable detail and most of this will be accomplished in connection with the various projects.

    (a) Establish a "nursery" for native trees not easily secured from local plantsman.

    (This may well have the Departments early attention)

USE NATIVE RATHER THAN EXOTICS AND AIM TO RESTORE DISTURBED NATURAL BEAUTY

17. The Parkway approaches: Though of the utmost importance these will require the coöperation of the Park Department and the City Planning Commission; also time, patience and funds. As to the latter, however, the example of Kansas City is both encouraging and illuminating. By special assessment made directly against private lands benefited, the cost of lands and construction of their entire splendid park and parkway system, not only has not added one dollar to the City's debt, but has increased the value of abutting lands as far in excess of the cost assessed against them. Study their methods and adapt them to your conditions, taking up

    (a) The extension of the City Limits.

(b) Alum Rock Avenue Improvement.

(c) Penitencia Creek Parkway Scheme.

In closing, may I be permitted to bear witness to the sense of responsibility which I have felt in the effort to solve so unique and important a problem; responsibility I am sure I would not have cared to assume without the co-öperation of all those above mentioned.

Very respectfully submitted.

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